



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

July 2013

Picture of the Month



A few people decided to dress the part for Barnstormer Days 2013 and Eric had the brilliant idea to put a Piper Cub with some of the old cars and Parker Johnston's "Wizzer" for a classic photograph.

The Doggy Days of Summer

By Justin Cleland, CFII

I think it's safe to say that, as pilots, we find ourselves on a seemingly never-ending search for new and exciting ways to use our airplanes. Whether it's a restaurant to try, fly-in to attend, or an island to explore, it doesn't take much arm-twisting to talk us in to flying somewhere new! So, with that in mind, I thought I'd share my latest adventure with you all this month.

Before I get too far ahead of myself, I should fill you in on a little background information. As most of you know, my wife Erika and I love dogs... a sentiment I know a lot of us at Galt share. About a year and a half ago, we lost our German Shepard to cancer, and the whole process was

devastating to say the least. Shortly thereafter, I found myself in need of some therapy. Life just isn't the same for me without a dog bounding around the house.

Out of the blue one day, I remembered I used to know someone who would fly rescue missions for an organization called "Pilots N Paws." I hadn't thought about it in years but, I figured since we have such a pet friendly environment at Galt, maybe we'd be a nice place for a rescue flight to stop and get some gas for the airplane, and grass for the dog! Plus, selfishly, I figured if I could coax a plane or two to land at Galt, I could have a chance to meet a few new dog friends; just the therapy I needed!

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Editor's Note

Our second annual attempt at a vintage fly-in/drive-in was a fun and popular event this year despite the soggy start to the day. The storms that have plagued us throughout the month of June deterred all but four airplanes from flying in for the event. I would like to thank those pilots for their determination to fly through the rain to get to Galt! (They were **Ole Sindberg, David Otero, Glenn Gordon and Jeff Skiles.**)

About ten beautiful antique Ford Model As and Model Ts also attended which was a great improvement on last year. We would have had a lot more cars had the weather been nicer - many of those car owners do not like to drive their lovingly restored vehicles in the wet.

Perhaps the biggest success of the day was the large numbers of local people who stopped by to see what was going on at the airport. We must have served at least 200 breakfasts and lunches and everyone seemed to have a great time.

We have a lot of people to thank for their help at the event with over 30 volunteers from the chapter and the cadets from the **Civil Air Patrol**. A special thank you to **Neil Anderson (Sr.)** who shared his amazing display of airplane engines made of wood, which was a big hit with the public. And thank you to **Lori Bettendorf** who not only cooked all day but also provided two home-made spa product gift baskets and two luxury car care packages as prizes for our guess the altitude contest. Thanks also to **Jim Martin** for entertaining the crowd in his Stearman.

I am looking forward to next year's event and keeping my fingers crossed for better weather next time.

Beth Rehm, Editor

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So, I started doing a little research. Quickly, I realized I had stumbled onto a whole new world of aviation I never knew existed. Literally hundreds of animal groups, from all around the country, are tirelessly volunteering their time to rescue dogs and cats from animal shelters. They focus on shelters that euthanize animals for no other reason than because they were unable to find a home. The search for an adoption begins in the local area nearest the shelter but, if unsuccessful, the search is then extended nationwide via social media. Facebook and Twitter have become wildly successful at finding homes, but quite often a dog in need of a family can only find one all the way across the country. The cost of transporting an animal that distance is often too expensive for an adoptive home to bear so, instead of throwing in the towel, a request for transport is posted with Pilots N Paws on www.pilotsnpaws.org.

After reading all of that I thought, you know, I'm out flying around aimlessly on the weekends anyways, why not do something productive with that time? So, I signed up. It's very simple: you create a user name and password, input your home base airport, and how far you're willing to

fly to pick up/ drop off for a rescue. Then, if a rescue happens to fall within t h o s e parameters, an email is automatically sent to you with a link to a forum where you (and all the other pilots within the s a m e parameters) discuss how to get it done. Sometimes it works with your s c h e d u l e ,

sometimes it doesn't, but when a picture of Bailey the 5-month old Bloodhound popped up in my inbox, there wasn't much that was going to stop me from helping her get home!

Only days before I received the email, Bailey was in a shelter in New York. Through social media, she had found a home in Cedar Falls, IA, and a volunteer pilot had immediately stepped-up to get her out of the shelter, and into a foster home in Ludington, MI.



Justin and Erika meet their passenger at Michigan City.

We emailed back and forth, and ultimately agreed to make the exchange in Michigan City, Indiana the next afternoon. That night, I spoke with the adopting family, and they offered to drive from Cedar Falls, to Dubuque, shortening my flight by about 50 miles each way. We worked out a time, and I agreed to keep the (extremely excited) family posted with progress reports throughout the afternoon.

The next day, Erika and I departed Galt and flew down the lake shore to Michigan City. Right on schedule, Bailey arrived at the airport. Apparently now an "old pro" in general aviation, she was still sound asleep in the backseat when transport pilot, Kevin, climbed out of his Cherokee. But, the second she woke up, she came tearing out of the back of the airplane, immediately tripping on her clumsy puppy feet and rolling down the ramp. Unfazed, she ran directly over to greet Erika and me, and we were instant friends. We chatted with Kevin for a bit while Bailey stretched her legs, and shortly



Bailey, the 5-month old Bloodhound fell sound asleep on the flight from Michigan City to Galt.

Upon arrival in Michigan, the email for help went out. I couldn't resist, and offered her a r i d e immediately.

A n o t h e r pilot from the Ludington area had seen Bailey on the forum, and graciously offered to bring her further south for us, which we gladly accepted.

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thereafter we loaded up and headed back to our fuel stop, Galt.

As it turned out, Bailey was indeed an "old pro" in general aviation. Almost immediately after departing Michigan City, she curled up on the backseat of 82H, and fell sound asleep. Good girl! (I hope our dog, Emma is taking notes)

We landed at Galt about 45 minutes later, gassed up, and showed Bailey around our airport. We decided to give her a little water, and couldn't stop laughing because her ears were so long they swirled around in the water bowl while she drank! We also switched co-pilots at Galt. Emily loves dogs as much as we do, so her and Erika traded seats for the last leg to Dubuque. As promised, I sent

a text message to the adoptive family that we were right on schedule, departed Galt, and about an hour later we were taxiing up to the Dubuque FBO.

Before we could even get out of the airplane, Bailey's new family were walking out onto the ramp. There were hugs, laughing, and she even gave me some awesome cupcakes! As you can see, everyone was about as happy as could be. The whole experience was really incredible. I have to tell you, if you're looking for a new and fulfilling mission to undertake with your airplane, I can't imagine it getting much better than this.

Justin Cleland is the Galt Airport Manager and Chief Flight Instructor.



Rescue dog, Bailey, flew all the way from New York and was very happy to meet her new family at the airport in Dubuque, IA.

Professional Opinions

By Captain Chuck Berkabile, CFI

"We can't fly that ILS; it's not in the GPS database!"

I hope you think that statement is as ridiculous as I do. I ran into a pilot friend at a little league game this week and we did some hanger flying. He told me about a trip ferrying a Cessna 421 from the West Coast to DuPage, IL (DPA) with a stop in Wichita. When planning their flight and loading the flight plan in the GPS, the crew discovered the aircraft did not have an Eastern US database.

My friend, I'll call him "Ken," mentioned this fact to his partner (I'll call him "Beavis") who was flying onto DPA. Beavis said "we can't fly the ILS into DPA because it's not in the database." Ken asked "what's the big deal, we will file VOR to VOR and fly the approach like we always do, with the correct ILS frequency tuned and identified."

Beavis was not convinced. He demanded that the database be updated prior to departure. Ken

asked "why is it a problem to proceed without the GPS updated?" Beavis answered "because I don't know how to fly the missed approach without a GPS."

Excuse me? Really?

This may seem like a ludicrous and yet isolated incident of naiveté at best, stupidity at worst, but I submit to you that there are pilots flying around do not have much confidence in their ability to fly with raw data or reduced levels of automation.

Looking at all of these shiny new Cessna's coming down the pike with flat panel cockpits that would put to shame some of the B-767's I fly, it's no surprise that we find ourselves with a real "airmanship" dilemma. Never mind the fact that most of these new airplanes also have XM Weather and other state-of-the-art tools that take basic aviating skills away from the pilot.

You may say, "well Chuck, these modern tools really keep us safe!!!"

Tell that to the family and friends



Chuck Berkabile in his "office!"

of the pilot and passengers of the Cirrus that spun into the ground near Crystal Lake almost two years ago.

I think we need to get back to basics and start "aviating" again.

Chuck Berkebille soloed at the age of 16 and has been flying for the last 25 years. He has a civilian background in flight instruction, part 135 freight, and commuter airline experience. He currently flies B-757/B-767s for American Airlines.

Learning to Fly at 68

Part Six of Ed's Quest For a Pilot's License

By Ed Moricoli, Student Pilot

Well folks, this old boy is going to be put to the test today. As usual I'll be working on takeoffs and landings, however this time it will be with an additional challenge; gusty crosswinds!

I am not quite sure of the count but I have made a good number of takeoffs and landings already; maybe I should count them up in my log book! Some have been pretty good, some fair, some pretty lousy and throw in a few go-arounds to boot!

I will confess that I am still finding it difficult to communicate properly and fly the plane at the proper speed and altitude for each leg of the pattern. You know the old saying "can't chew gum and walk at the same time?" Well folks that's me!

As many times as I have flown the pattern I still get messed up and thank god Justin is there to set me straight. With that said after a few times flying the pattern the light bulb goes on in my brain and my landings get better. (Hmm, practice and more practice, ya think Ed?).

I have done several crosswind takeoffs and landings in the past but the winds were always light and not much of a factor. There is this voice in my headset that keeps telling me to crab the plane correctly in order to set up the landing properly. I have to admit there are times when the voice in my headset gets somewhat disturbed at my efforts but with a stiff kick in the butt, I somehow see the light and I get it.

I can't use my age as an excuse, not that I would anyway. Ah, that's not quite true. There have been times when I used that excuse on my wife, Mary, however, she's never bought it either. At least I gave the old college

try with her!

On this particular day we chose to fly up to Fox River (96C) near Rochester, WI. If you haven't been up there you have to make a stop there, it's a nice place to make landings. Plus there is not a whole lot of traffic to contend with.

The winds were gusting out of the west and the most that I have had to contend with thus far in my flying career. We did five landings and takeoffs that particular day and I really learned the proper procedures on each. No doubt that I encountered my usual problems but I really learned the proper use of the ailerons and rudder during this training and most of all I think Justin was pleased with my efforts! This gave me a boost in my confidence!

My next encounter with the dreaded crosswinds came when we

went to Big Foot; you know how I feel about that place! Anyway we did five landings and takeoffs there and by the grace of god I was on top of things for a change! I did have one go-around but all in all Justin was pleased that I made the right decision in doing so.

So off we went back to Galt. As we approached the airport I had everything set up correctly and the landing was as smooth as silk (in my mind anyway!) Justin was happy and I was ecstatic to say least the least!

When we were done I went over to see my other mentor, Mr. "it must be raining" Anderson. As I approached him I had this big grin on my face, he looked at me, then looked outside the hanger and said "crosswind landings!" I told him

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Dr. Erika Cleland

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about my day and he was pleased that I had a good day and I was learning!

Before I end this particular chapter in my mission to fly, I want to tell you about a great success I had. On September 30th Justin and I decided to stay in the pattern at Galt, the weather was fine and I was having a good day. It seemed as though everything was finally falling into place.

We did six takeoffs and landings and every one of them seemed good and the last one felt like we touched

down on a pillow so to speak! I sure can't tell you why I did so well that day, but I had this great feeling inside of me. As we pulled off the runway Justin announced that he was ready for me to solo! Unfortunately I could not solo at that time because I hadn't yet taken my medical. That's a whole other story I will tell you about in my next article!

Before I end this, I want to follow up on one point about crosswind takeoffs and landings. During my ground school lessons I learned about the charts on crosswind components

and until we did that I hadn't thought at all about what my personal maximum crosswind should be!

I'll leave this question with you as I continue to think about what my answer should be. It would interest me if you know what your personal maximum crosswind component is?

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department.

WGN's Orion Samuelson Responds to GT Book Review

By Captain Jeff Hill, Sr., TWA
1964-1997

A review of WGN's agribusiness reporter (for over fifty years) **Orion Samuelson's** book, *You Can't Dream Big Enough* appeared in the January 2013 issue of *Galt Traffic*.

In his book there is a chapter devoted to the story of how he happened to appear on Art Galt's doorstep one August midnight in 1996. It was the result of an engine failure on a night flight from a North Dakota speaking engagement to his home base, Palwaukee.

I sent Mr. Samuelson a copy of the newsletter and his hand-written reply is pictured on the right.

I'll be there in my L-3 Mr. Samuelson. I can't wait!



ORION SAMUELSON

May 27, 2013

Captain Jeff -

Belated thanks for your very kind words about my book + for sharing the "Galt Traffic" article. I truly appreciate it!

I'm very involved in the Vintage Wings + Wheels Museum at Poplar Grove Airport + will M.C. an event there July 21st. I invite you to join us.

Orion



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Favorite Fly-Out Destinations: Washington Island, WI (2P2)

By Captain Jeff Hill, Sr., TWA
1964-1997

The annual Washington Island Lions Club Whitefish Boil fly-in is scheduled for Saturday July 20, with a July 21 rain date. Sharon and I have been to many and they are among the best fly-ins in this part of the country; much more fun than the usual pancake breakfast, but you don't need a fly-in to enjoy all that the Island has to offer.

The last time Sharon and I were there we took backpacks instead of overnight bags and rented bikes at a farm just across the road from the airport. The island is only about five miles by five miles, so you don't need a car but if you do drive, there is a ferry service from the tip of the Door County Peninsula (Wisconsin's 'thumb') to the Island.

The Island, and the Door County Peninsula remind me a lot of rural New England. They are, of course, very 'touristy' but agriculture is also big business. The County is famous for its cherry orchards, among other things.

Some cool things on the Island: You can stay at the only Holiday Inn in the World that does not belong to the Holiday Inn Hotel chain. It was there long before the chain, which sued them years ago for trademark infringement and LOST! It's decent, a clean bed, nice view of the Lake and great breakfasts. There is a very good bar and restaurant by the name of Nelsen's Inn which claims to be the oldest bar in the country in continuous operation. They stayed open during prohibition by selling only bitters which apparently was regarded as a patent medicine at the time. They still have their 'bitters club' which you can join by drinking a shot of bitters in one swig. I found it easier to do if one had a few more palatable libations before trying.



This aerial view of the airport in the fall is looking NNW.

There also is a motel across the parking lot. It's a little noisy around closing time but you will not mind that if you are one of the noise makers...

There is a (passenger only) ferry from Washington Island to Rock Island (State Park). "This primitive island off the tip of the Door County Peninsula and northeast of Washington Island in Lake Michigan offers hiking trails, the oldest lighthouse in Wisconsin and 2000 feet of beach. Vehicles are not allowed on the 912-acre island, making for an experience unlike any other Wisconsin state park. Stone buildings, built by a wealthy inventor and his family, house exhibits. The ferry to the island runs Memorial Day weekend through Columbus Day."

Description provided by www.dnr.wi.gov/

The whole Door County Peninsula is a delightful tourist and summer home haven. For more information, see www.doorcounty.com and www.washingtonisland.com

By the way, the whitefish is caught locally and cooked FRESH!

Washington Island Airport Information

Distance from Galt: 189.7nm

Elevation: 652 feet

CTAF: 122.9

Runway: 2/20, turf, 2250 x 150 feet

Runway: 14/32, turf, 2232 x 150 feet

Instrument Procedures: None

Fuel Services: None

VOR to Field: 110.8 ESC 163° /21nm



Do you have a favorite fly-out destination? If so we'd like to hear about it so we can share it with our readers who are always looking for somewhere interesting to fly to. Please send your ideas to editor@caa932.org.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

So, we have some unbelievably exciting news to report this month: Galt Airport has a new owner! We couldn't be happier to announce that Galt's very own **Claude and Diane Sondag** purchased our airport at the auction Thursday, June, 20th.

Quite frankly, I'm still pretty speechless over the whole thing, and saying I'm "excited" is the understatement of the century. I have no idea how this could have turned out any better.

Claude and Diane know our airport intimately, and have a clear and meaningful vision on how we're going to allow our airport to realize its potential. I'm certain that their

commitment to growing Galt will be made very evident in the coming weeks and months. They've also committed to JB Aviation, so you guys are stuck with us for a long time to come!

On a personal level, these last few years have moved me through every single emotion you could ever have. But, I can say with 100% certainty that the only reason this all worked out, is because of the community we share here at Galt.

Whether it was a shoulder to cry on, or a kick in the butt, you guys all stepped-up at one time or another to deliver what was needed to keep us pointed in the right direction. It's still hard to believe, but we made it. It's finally over. And when I hear Claude and Diane talk about how this airport feels like a family, and how they

couldn't imagine a world where we weren't all here together, it solidifies the fact that not only was this place worth fighting for, but we undoubtedly couldn't have found better owners.

I can't tell you how excited I am to start looking toward the future again, and to begin using my monthly article to fill you in on all the new and exciting improvements we're making to our airport.

Game on!

Flight School News

Congratulations to **John Payne** who passed his Private Pilot Oral exam but had to postpone the practical test due to thunderstorms. He is scheduled to finish the flight portion of the exam next week. Good luck John!

Galt Traffic Classifieds

BAD ELF GPS FOR SALE

For sale: Bad Elf GPS original model. Plugs into iPad/iPhone/iPod Touch, pre-5th generation. Like new. \$55. Contact Susie Sarge at ssarge@owc.net.

BUY A CHAPTER 932 MUG, HAT or T-shirt

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are



required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Classified section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

The Illinois Department of Transportation (IDOT) was at Galt airport last month to perform a survey of the airport.

They measured and calculated many things; runway lengths, heights of trees, distances to obstacles, etc. One of the things they measured was the magnetic heading of runway 09's center line.

So this month my question is what is the current magnetic heading of runway 09 and why would it be different than what you can find listed on Airnav?

1. Baby Ace



2. Heath Parasol



3. Pietenpol Sky Scout



We are also going to challenge you with a bonus question: Dallas-Fort Worth Airport (DFW) has two sets of parallel runways, 17L-17C-17R and 18L-18R. What is the magnetic heading of each parallel set?

As usual, send an email with your best guess to Brian Spiro at maintenance@galtairport.com and the winner will be randomly selected from all the correct answers Brian

receives. This month Brian is offering an EAA t-shirt to the winner.

Answer to last month's puzzle:

The three experimental airplanes which were hard to tell apart were a Baby Ace (top), a Heath Parasol (middle) and a Pietenpol Sky Scout (bottom).

Apparently this was too difficult for our readers and nobody sent in the correct answer.



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EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

Where to begin? It's been such a busy and eventful month!

I will start with a big, heartfelt thank you to all who helped make this year's EAA Chapter 932 Barnstormer Days Fly-In a resounding success! We had more volunteers for this event than any previous events and a growing base of sponsors. Thanks to McHenry County Community Foundation (MCCF), Knots 2U, Aircraft Spruce and JB Aviation for your generous support. A special thanks to **Robin Doeden** and **Margaret Miller** from MCCF for joining us and bringing the iPad mini for a raffle item.

Everyone really stepped up to the plate this time. And though the day started out rainy with everyone feeling kind of glum, by mid morning the sun came shining through and we pulled off another great event. I am always impressed by what our chapter can do. We should all give ourselves a hearty pat on the back for

a great job. We've built a great foundation for the annual fly-in and I can't wait until everything falls into place (weather included) and we can make Barnstormer Days a substantial fundraiser.

Perhaps one of the most exciting pieces of news in years is that Galt Airport was finally sold at auction to none other than our very own Claude and Diane Sondag! I am thrilled by this and from the discussions I've had around Galt Airport, everyone seems to feel the same way. I know that Galt is in good hands and I can't wait to see the airport flourish as I have always known it can. I am happy to be part of a new chapter in Galt Airport's history. Equally, I look forward to Chapter 932's role in making Galt the best airport around.

So here we are—finally in the midst of the summer flying season. Oshkosh is just around the corner, but let's not forget about all the other local fly-ins happening in our neighborhood. Let's make sure to get out there on the pancake breakfast circuit and do what we can to support our local EAA chapters.

Welcome New Chapter 932 Members

Please join me in welcoming the following new chapter members who all joined the chapter at the Barnstormer Days event on June 15th.

- **David Otero**
- **Parker Johnston**
- **Janice Koza**
- **Ed Brown**

And welcome back to former member **Dan Johnson** who renewed his membership at the June chapter meeting.

Barnstormer Days Guess the Altitude Contest Winners

1st Flight: **Justin Cleland** in the Christavia MkII (1900 feet) - winner, **Parker Johnson**.

2nd Flight: **Jim Martin** in his Stearman (100 feet) - winner, **Ken**.

3rd Flight: **Jeff Skiles** in his 1935 Waco (1450 feet) - winner, **Mallory Hill**.

Special thanks to all three pilots for volunteering to help us with the contest.

J-3 Cub Toy Pedal Plane Workshop

At the Barnstormers event there was a lot of interest shown in the J-3 Cub pedal plane that we had on display (courtesy of the builder, Dan Johnson).

Dan has offered to lead a workshop to help interested members to build their own J-3 Cub pedal planes. This is not a quick build so some commitment will be needed to finish the project. Information about the kit can be found at <http://www.pedalplanekits.com>. The kit



price is listed on the web site and ranges from \$120 to over \$250, depending on which components you choose to purchase.

This will be a fall/winter project on Saturdays at Galt. If you are interested in participating, please send Dan an email at captcubby@comcast.net.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport/EAA 932 Calendar of Events

July 13 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

July 29 - Aug 4 EAA AirVenture 2013, Oshkosh, WI. (www.airventure.org.)

August 10 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

August 17 Galt Airport Flour Bomb Contest.

Sept 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Oct 12 Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.

Nov 9 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Dec 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at

<http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

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Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Facebook: <http://www.facebook.com/GaltAirport>



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